

Freeway HOV Lane User Survey

Carpoolers, Vanpoolers and Bus Riders in the Puget Sound Region

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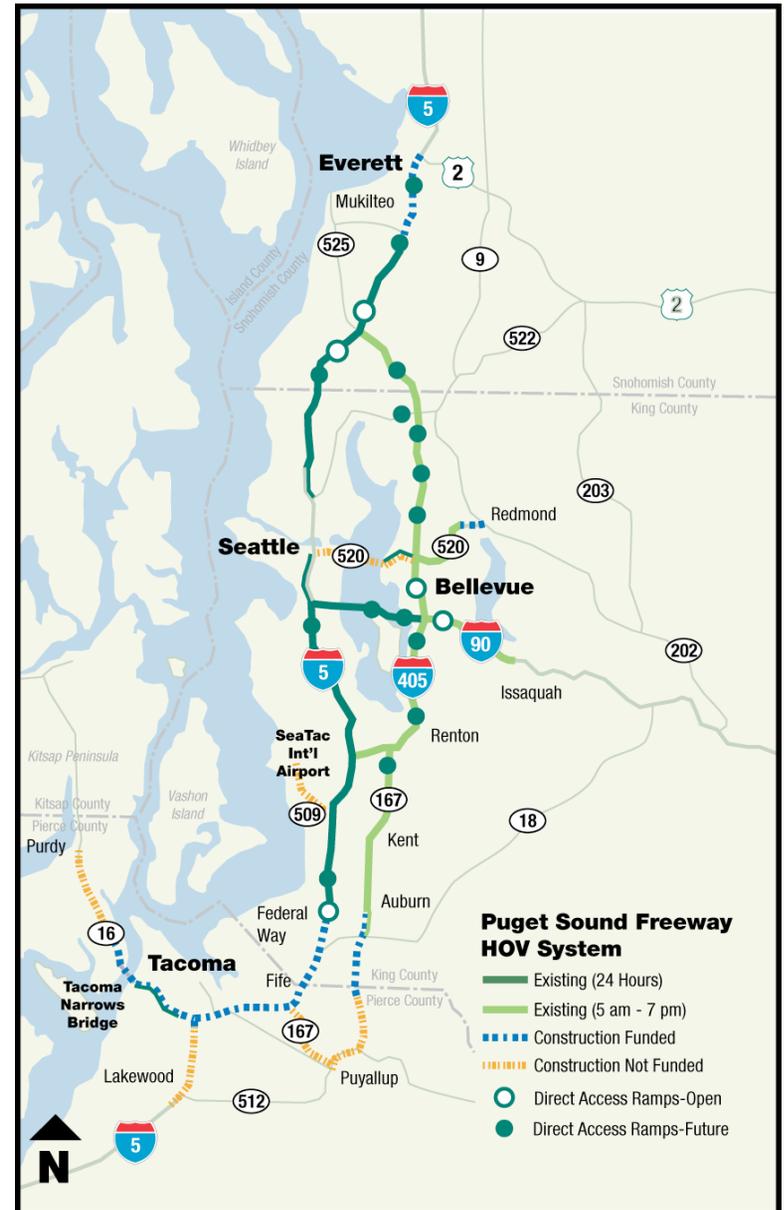


Major Project Goals

- 1. Determine the extent to which HOV lanes encourage the choice of shared-ride modes.**
- 2. Develop data concerning the use of HOV lanes during the mid-day period compared to peak period use.**

HOV Lanes Surveyed

- I-5
- I-405
- SR 167
- SR 520
- I-90



Freeway HOV System

Survey Questions

All questions separated by AM Peak, Mid-Day, and PM Peak

- Usual travel mode(s) during the weekday
- Usual freeways traveled
- Frequency
- Relationship to other member(s) of carpool or vanpool
- Trip purpose
- Top 3 reasons for ride mode choice
- Most likely mode choice if HOV lanes not available
- Utilization of employer incentives and effect on mode choice
- Demographic information (zip, number of drivers in household, number of working vehicles, age range, gender)

Survey Distribution & Collection

Distribution was targeted to HOV lane users for all three groups.

Carpools

- 16,600 surveyed
- 2000 responses
- 12% response rate

Vanpools

- 6600 distributed
- 1275 responses
- 19% response rate

Transit

- 6350 distributed
- 2425 responses
- 38% response rate

Overall collection data:

- Study-wide response rate: **19.3%**
- Study-wide margin of error (n = 5,702): **±1.3%**

Goal #1: Determine the extent to which HOV lanes encourage the choice of shared-ride modes.

A significant number of HOV lane users would switch to single occupant driving on the freeway during the peak periods (range indicates responses for different times of day:

- Carpools 17-18%
- Vanpools 15-18%
- Transit 16-23%

However, a large percentage would continue using a shared ride mode if HOV lanes were not available:

- Carpools 44-48%
- Vanpools 65-73%
- Transit 60-74%

The top three reasons users choose shared-ride modes:

- Carpools Traveltime, Convenience, Stress
- Vanpools Finances, Stress, Traveltime
- Transit Finances, Stress, Convenience

What are the top three reasons you utilize a shared-ride mode?

Carpools		Vanpools		Transit	
Traveltime	78%	Save money	85%	Save money	81%
Convenience	66%	Less stressful	56%	Less stressful	63%
Less stressful	43%	Traveltime	54%	Convenience	51%
Save money	41%	Convenience	41%	Traveltime	37%
Other	23%	Environmental impacts	27%	Environmental impacts	27%
Environmental impacts	18%	Reliability	21%	Reliability	19%
Reliability	16%	Other	6%	No other options	8%
No other options	9%	No other options	3%	Other	5%

Source: WSDOT Urban Planning Office, 2006

Goal #2: Develop data concerning the use of HOV lanes during the mid-day period to compare to peak period use.

Other members of mid-day carpools are more likely to be household members than peak period carpools:

- Carpools 72% (vs. 67% peak period)
- Vanpools 7% (vs. 4% peak period)

Some midday HOV users are more likely than peak period users to switch to single-occupant vehicles if HOV lanes are unavailable:

- Carpools about the same throughout the day
- Vanpools 18% (vs. 15% peak period)
- Transit 23% (vs. 16% peak period)

Midday HOV users are more likely than peak period users to switch to walking, biking, or not making the trip at all if HOV lanes are unavailable:

- Carpools 8% (vs. 3% peak period)
- Vanpools 3% (vs. 1% peak period)
- Transit 8% (vs. 1% peak period)

Other interesting findings:

- **Non-household carpools are only slightly more likely to switch to driving alone (15-18%) than fam-pools (13-14%) if HOV lanes were no longer available.**
- **Approximately 25% of carpools said they would continue carpooling, but switch to driving either on a different route, or on the same route during different hours, if HOV lanes were no longer available. This would impact congestion on parallel corridors and/or surface streets.**
- **Upwards of 85% of bus riders and vanpoolers, and 25% of carpools, utilize employer rideshare incentives. More than half of these carpools would stop carpooling if those incentives were not available.**
- **A majority (60%) of HOV lane users have two or more cars in their home.**

What will WSDOT do with the results of this survey?

- **Evaluation of proposed changes to the HOV System.**
- **Input for modeling and analysis efforts.**
- **Source data for regional planning including Commute Trip Reduction (CTR), Transit Mobility, and Transportation Demand Management (TDM).**
- **Department messaging.**

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